
CITY OF ROCHESTER HILLS

DATE: March 23, 2007



TO: Mayor Barnett and City Council Members

FROM: Ed Anzek, Director

**RE: St. Paul's Albanian Catholic Church
Auburn Road Improvements**

As a follow up to questions raised at the Workshop regarding the Auburn Road Improvements I will offer the following. In addition President Rosen asked that minutes from the Planning Commission approvals in January 2000, also be included.

In the minutes from the second PC meeting on January 18, 2000, there is much discussion regarding a memo prepared by Steve Dearing, P.E., Traffic Engineer, at that time. We have included that memo.

On Thursday March 22, 2007, Paul Shumejko, City's Traffic Engineer, contacted Mary Hudak, MDOT, regarding representations made by the St. Paul Albanian representative at the Workshop meeting on Wednesday, March 21, 2007.

Ms. Hudak confirmed that she did meet with Frank at the church on Monday, and advised that after she checked distances, she determined that there was not adequate distances to construct the passing lanes with turn movements and taper lanes, coupled with line of sight issues from the bridge, and be able to do it all within MDOT's safety standards. However, she also advised Mr. Shumejko that she wanted to review her findings with her supervisor before offering anything in writing. Her supervisor has been out of the office for most of this week and advised that she could not provide the City their recommendation/decision until early next week.

As soon as the City receives the letter I would forward it on to Council through Leanne Scott under separate cover.

If you should have any questions please do not hesitate to contact me.

Thank you.

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CITY OF ROCHESTER HILLS

Public
Services

Stephen B. Dearing, P.E.
248-841-2495



DATE: January 12, 2000

TO: Deborah Millhouse

RE: St. Paul's Albanian Catholic
Church 98-037

I understand that there has been some confusion regarding the access improvements for St. Paul's Albanian Catholic Church on Auburn Rd. As I am the source of that confusion, I wish to apologize.

Please note that my initial review of this site plan was done on October 16, 1998. At that time, I requested the plans show the improvement of Auburn Road for both a west bound center left turn lane and a east bound right turn lane into the site. I intended that the widening of Auburn Road for the left turn lane should be symmetrical about the center line of the road, and provide at least 200' of left turn lane storage.

This work was suppose to compliment the widening on Auburn for the Rochester Hills Heathers development on Harrington Dr. However, after these comments were generated, MDOT chose not to permit a center left lane on Auburn at Harrington, requiring instead a passing lane configuration from the developer of the Heathers subdivision. This in turn modified my recommendation to St. Paul's Church, changing it from a center left turn lane to a passing lane to reflect the decision MDOT has already made for the neighboring development. I believe that there will not be any problem receiving MDOT approval for a passing lane for St. Paul's.

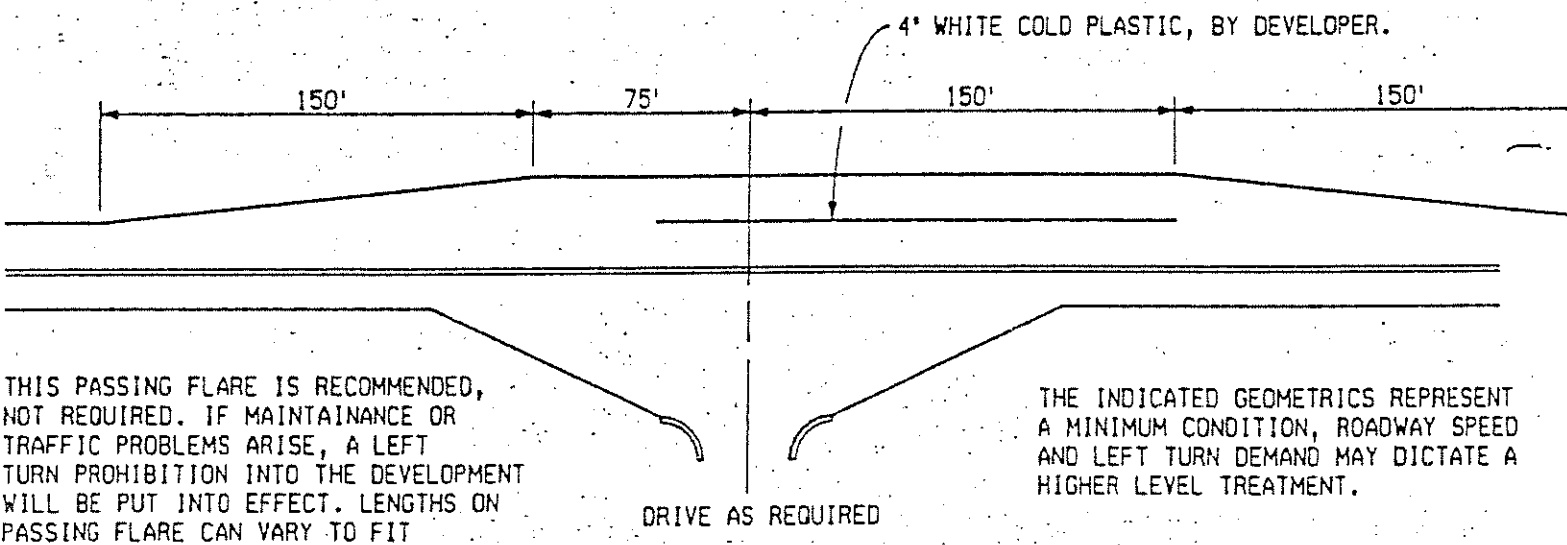
I have to apologize to both the developer and the Planning Commission. I thought for sure I had made this change in recommendation known to both by way of memorandum, but I can not now find my copy of this memo. If both parties approve, the roadway improvements can be made a condition of plan approval and the details worked out in conjunction with the engineering plans.

To answer the question of the likely scope of the widening, attached is a standard detail from MDOT for a passing lane. Applied in this particular circumstance, the passing lane would substantially fill the distance between Harrington and Walbridge Drives on the north side of Auburn.

If you have any questions, please advise.

SBD/sbd

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THIS PASSING FLARE IS RECOMMENDED, NOT REQUIRED. IF MAINTAINANCE OR TRAFFIC PROBLEMS ARISE, A LEFT TURN PROHIBITION INTO THE DEVELOPMENT WILL BE PUT INTO EFFECT. LENGTHS ON PASSING FLARE CAN VARY TO FIT EXISTING CIRCUMSTANCES.

THE INDICATED GEOMETRICS REPRESENT A MINIMUM CONDITION, ROADWAY SPEED AND LEFT TURN DEMAND MAY DICTATE A HIGHER LEVEL TREATMENT.

DRIVE AS REQUIRED

MINIMUM PASSING FLARE TREATMENT